

Subject: Depot at Warsaw

LOCALITY This is UNEVALUATED Information

Coordinates: Center in 976-892 (US map I:100,000 - third edition-
map no. 15)

Bounded by the streets: Wawrzyszaw, Ostroroga and the railroad
(see sketch attached).

25X1

DESCRIPTION

Surrounded by walls 2.50 meters high - 7 (sentry boxes) visible -
one armed sentry at each (sentry box).

A branch of the railroad (2 tracks) enters this depot. On each
track there is an iron gate which prevents a view of the other side.

Principal entrance: double iron gate, guarded, opening on
Ostroroga Street. No view inside if the gates are closed.

1. Administrative buildings, (3 story)
2. Drums of about 200 liters, large number (seen while a gate
was open)

3. Building

4. Building

Around Building 4, stocks of construction materials

SEEN IN FRONT OF THIS DEPOT

24 January 1956: One "Lublin" truck, loaded with 200-liter drums
was seen entering

One tank truck "Zis-150" [redacted], going
out 27 February 1956: one tank truck "Zis-150" [redacted],
entering

25X1

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One "Lublin" truck [] towing a tank
of about two cubic meters (0989) going out
Two flat cars, (two axles) inside the depot
(gate half open)

25X1

COMMENT: This depot is almost certainly a fuel depot, in part, even though no usual type tank is visible. There is probably an underground depot.

MAP LEGEND:

voie ferree	=	railroad
mur d'enceinte	=	retainer wall
grillage	=	iron fencing
terrain militaire	=	military zone
mirador garde	=	guarded observation post
Echelle	=	Scale, 1:10,000 meters

Date: 6 March 1956

Country: POLAND

Subject: Fuel depot at Warsaw

LOCALITY

About 4 kilometers SSW of Warsaw

Between KOL RAKOW and SZCZESLIWICE

East of the railroad

- Reference: US Map 1:100,000 Third Edition P.15

Six tanks at point 9675 - 8300

Shops for horizontal tanks in 9650 - 8275

DESCRIPTION - see sketch attached-

Area guarded by civilian employees

1. Six tanks in concrete or with splinter-proof shields in concrete
2. Quay for loading and unloading tank cars

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3. Principal entrance with administrative building
4. Shop for the repairing of tank trucks
5. Factory making horizontal tanks (unassembled)

CAPACITY

Approximately: 2,500 to 3,000 cubic meters per tank

MISCELLANEOUS

- 15 January 1956: 13 tank cars loading and unloading, 1000 hours
27 January 1956: 6 cars, 1400 hours
15 February 1956: 12 cars, 1600 hours
27 February 1956: 5 cars, 1100 hours
6 March 1956: none, 1100 hours

Comment: 1) Distant observation from the south, a road in repair preventing an approach from the north. The photographs taken so far do not permit a correct evaluation of the capacity of the tanks. 2) The depot is used to supply gasoline distributing stations in the city of Warsaw. 3) There do not seem to be any underground tanks.

Date: 2 May 1956

[REDACTED]

Country: POLAND/USSR

Subject: Airfield at BRZEG

SITUATION: - See sketch attached-

Coordinates: Center of the field: 50 degrees 51 minutes
30 seconds N - 17 degrees 25 minutes E

RUNWAY:

A concrete runway was seen on an east-west axis

Approximate length: about 2,000 meters - Width: 60-70 meters

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DESCRIPTION:

At about one kilometer to the west of SKARBIMIERZ (HERMSDORF) in the north part of the field is a large group of buildings consisting of hangars, brick buildings of two or three stories, radio towers, and probably a radar station.

About forty jets (Mig-15) were on the ground, partially covered with tarpaulins. About ten planes of the same type were seen at the same time in the air.

The principal access to the field is on the SKARBIMIERZ (HERMSDORF) side.

Looking from PEMPICE (PAMPITZ), one can see in the south part of the field three units of anti-aircraft artillery, (85 millimeter) in position.

The field is surrounded by a barbed-wire fence 2 meters high - along the road from PEMPICE, there are concrete poles reinforcing the fencing. Every 300 to 400 meters around the field, there are surveillance posts (sentry-box type) each one occupied by an armed Soviet soldier.

No railroad spurs. Fuel is transported by tank trucks from the direction of OPOIE.

OCCUPATION:

The field at BRZEG is occupied by at least one Soviet fighter plane regiment and one Pilots' School. There also seems to be a School for Officer Candidates. Some young military men were seen, whose uniforms were of better material than that of the soldiers and who were standing in groups of 30 to 40 inside the field and left it in the evening to return to the barracks.

MISCELLANEOUS:

Since 1952 the field has been in the process of reconstruction and enlargement. The work is done by the firm "Poznanskie Zjednoczenie

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Ladowe Inzynieryjne" (United Engineers Company of Poznan) and by a Polish Airfield Construction Company, with about 200 employees. The workers, estimated at about 700-800 men, are recruited at BRZEG and in the surrounding areas and are brought to the field in trucks.

The soldiers assigned to the construction company and some of the workers are quartered in huts.

The work is being done in the northwest part of the field as far as the railroad BRZEG - LUKOWICE BRZESKIE (LAUGWITZ). At the same time construction of underground hangars is in process in the north part of the field.

According to certain information sources, this field will become a combined field for Soviet and Polish aviation.

Civilian traffic on the road connecting BRZEG to PEMPICE is forbidden. The civilian population can go freely only as far as SKARBIMIERZ. In order to go to PEMPICE, civilian traffic goes through ZLOBIZNA (SCHUSSELNDORF) and uses a local road about 1.5 - 2 kilometers south of this locality.

SKETCH LEGEND

1. Location of the anti-aircraft units in position
2. Work on the enlargement of the airfield
3. Group of buildings and location of the airplanes on the ground
4. Soviet barracks
5. Main Soviet military area
6. Polish barracks
7. Railroad branch
8. Training ground
9. Canal Kruszyński (Koppen - Schonau Kanal)
10. Engineers' training ground
11. PREDOCIN (PRAMSEN) evacuated by the population
12. Entrance to the island facing KRUSZYNA (SCHONAU)

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13. Entrance to the island facing ZWANOWICE (SCHWANOWITZ)

14. Local road to PEMPICE (PAMPITZ)

Date: 2 May 1956

Country: POLAND/USSR

Subject: Soviet and Polish barracks in BRZEG

-See sketch

a. Soviet barracks

Soviet barracks are found in the northwest part of the city of BRZEG and occupy the former German barracks as well as some of the neighboring private homes, reconverted.

Private homes situated to the north of these barracks were evacuated by the civilian population and house the families of the Soviet military men. New buildings are in construction near the main Soviet military quarter.

The barracks house only Soviet aviation troops. Their number is estimated at about 2,000-3,000 men. This includes:

- One fighter regiment
- One School for Officer-Candidates
- One Pilots' School for career men

The terrain occupied by these barracks is 600 x 300 meters.

The Soviet Quarter occupies 600 x 500 meters.

b. Polish Barracks

Polish barracks are found in the southeast part of BRZEG on Lokietka Street and the road going to OPOIE, at about 100 meters to the south of a railroad spur connecting an oil refinery with the BRZEG railroad station.

These barracks, formerly the barracks of German armored troops, were reconstructed and enlarged after the war, and occupy an area of 500 x 400 meters.

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They are composed of about a dozen four-story buildings, several two-story buildings.

The terrain is surrounded by barbed wire fencing.

Two of the entrances to the barracks are on the road going from BRZEG to OPOIE.

Occupation:

These barracks are occupied by an engineer regiment and at least one anti-aircraft regiment.

Total number of men: about 4,000

Very near and to the south of these barracks is a training ground of 300 x 300 meters, used for gunnery instruction and arms exercises.

No other details.

c. Engineers Training Field

The island formed by the Oder River and the KRUSZYNSKI Canal was declared military terrain and is used for a training ground for the Engineer troops of BRZEG. PREDOCIN and the few private homes there were evacuated by the civilian population which was transferred elsewhere.


Two approaches to this island, one facing KRUSZYNA and the other facing ZWANOWICE are closed off by barricades and are under military guard.

This terrain is occupied constantly from March to October each year. It is called "FORMOZA" by the soldiers, who are

quartered there in huts and tents.

The Engineers' training is held there, in particular the construction of bridges (permanent, pontoon, and foot bridges). The material for the Engineers is kept near the Oder in the northern part of the island.

No other details.


SKETCH TITLE: Terrain d'aviation et casernes a BRZEG - (Airfield and barracks at BRZEG)


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Date: 26 February 1956


Country: POLANDSubject: Depot at WarsawLOCALITY

Centered in 9965 - 7975 (US map 1:100,000 Third Edition - map P.15)

At the western end of a former hippodrome (now a horse farm)
immediately northwest of the race track at SLUZEWIEC (south suburb of
Warsaw)

DESCRIPTION - see sketch attached

1. Retainer wall - 2 guarded observation posts visible

Above the walls appear the tops of 6 mounds. Each mound is
surrounded by 4 wooden poles, like telegraph poles. Wires
connect the poles, other wires descend towards the mounds.
Ventilation chimney on each mound.

Railroad spur into the depot - no quay.

2. Three buildings - 7 x 15 meters approximately - (two story)

Depot fenced and guarded

In the courts, transmission materials - cables on coil drums

3. Civilian depot fenced and guarded

Construction material and various other material

Comment:

Depot No 1 is very probably an underground fuel depot, and should
be identified with the depot at SLUZEWIEC.

MAP LEGEND:

voie ferree	- railroad
sentinelle	- sentinel (sentry)

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mirador garde = guarded sentry box

mur = wall

barriere = barricade

On Map: Rue Barree - barricaded street

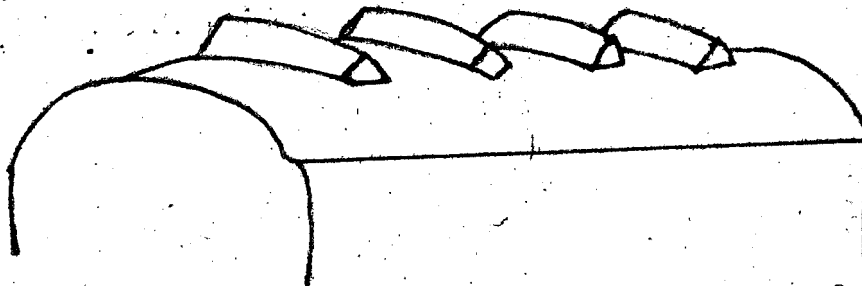
Echelle = Scale 1:10,000

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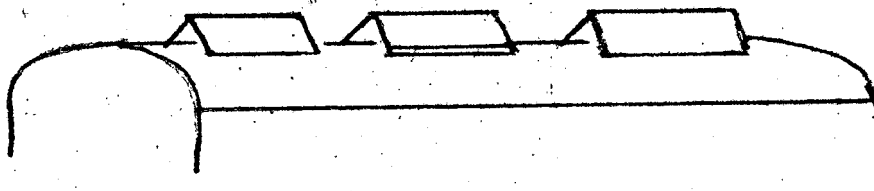
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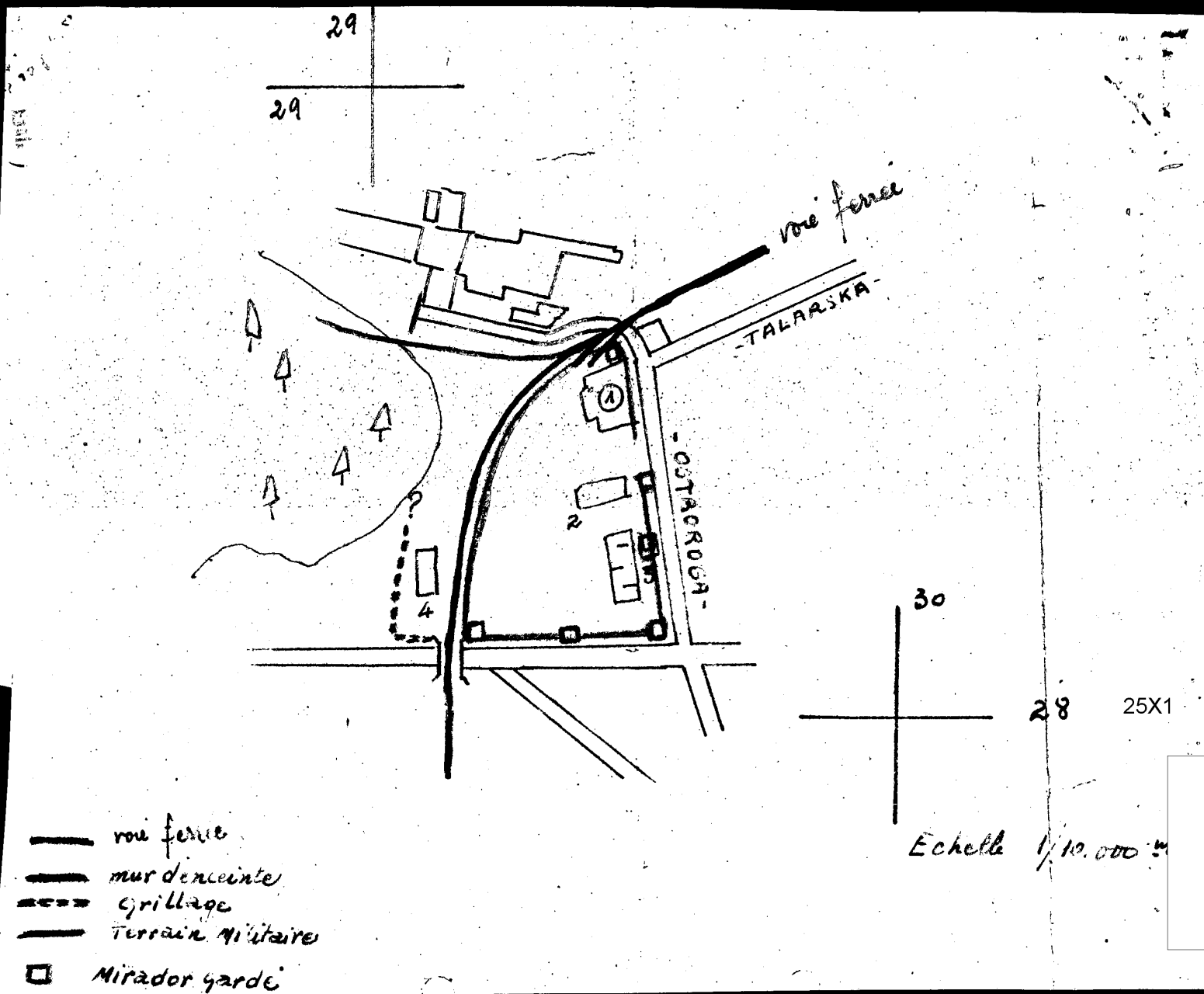
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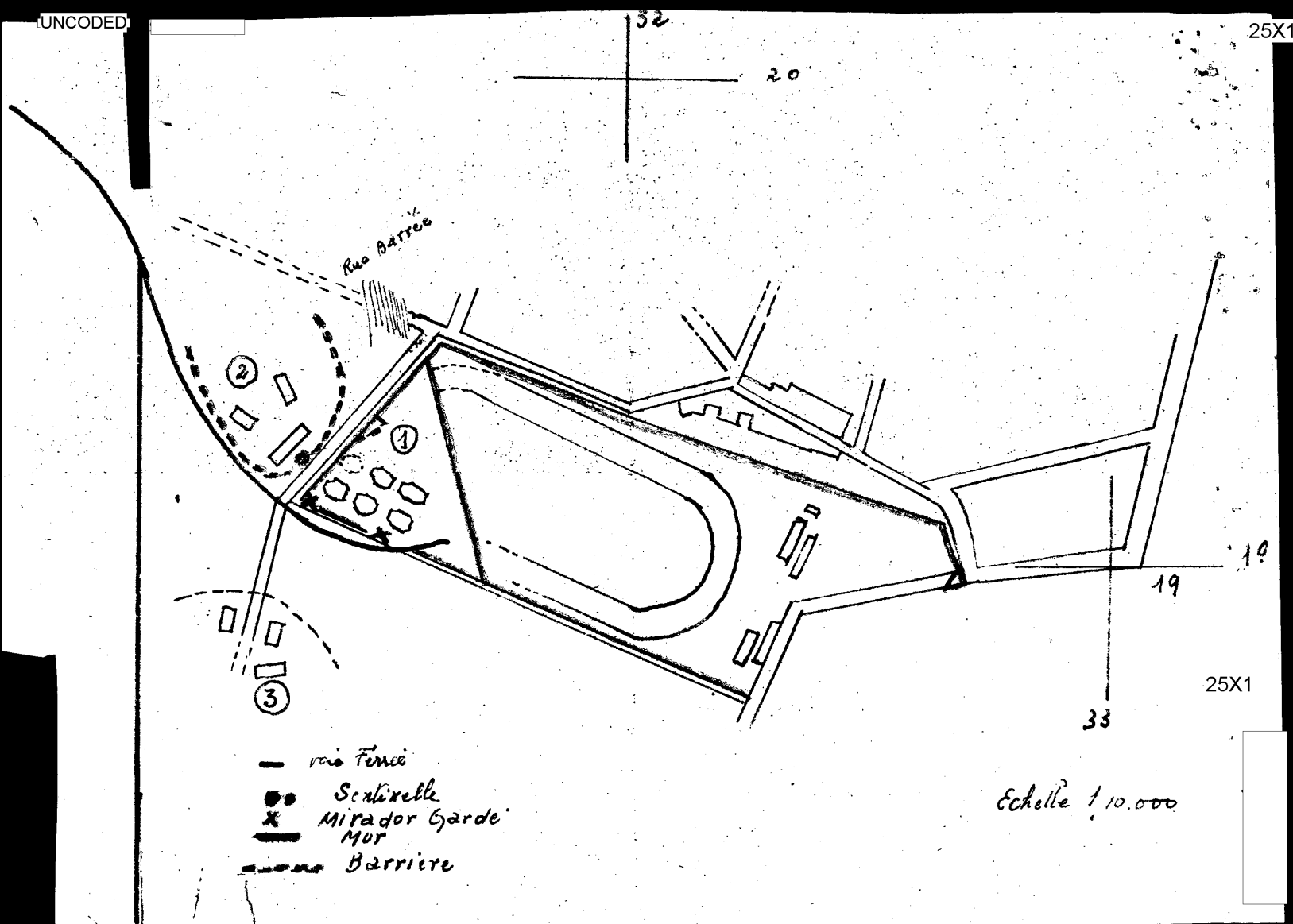


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terrain d'aviation et casernes à BRZEG.

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1:100,000
SHEET R-12 25X1
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